

Countryman, Ryan

From: mlbrownmd@comcast.net
Sent: Friday, January 24, 2020 2:13 PM
To: MacCready, Paul
Cc: Mumma, Kristine; Otten, Matthew; Countryman, Ryan; steven.thomsen@co.snohomish.wa.us; Kisielius, Laura; Jesse.Salomon@leg.wa.gov; John.Elder@leg.wa.gov; Klein, Ken; Wright, Stephanie
Subject: More opposition to BSRE VARIANCE APPLICATIONS for Point Wells: 11101457LU, 11101457002VAR, 11101457003VAR, 11101457SHOR

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Dear Mr. MacCready & other persons responsible for approval of this project,

We received the following letter from John & Donna Krepick, which I have copied below, and we would like to add our complete opposition to Snohomish or King County approving the variance requested by BSRE! We live in Innis Arden and have a beautiful view of Puget Sound and the Olympics that we do not want marred by tall buildings anywhere along this gorgeous coastline by some money hungry developer! Having buildings go up on Point Wells would have an extraordinarily negative impact on not only our view, but the value of our home, which is a substantial portion of our retirement. We did not move to Innis Arden to be faced with increasing traffic, staring at tall buildings on the coastline, etc. Indeed, Innis Arden has covenants that prohibit anyone in this neighborhood from building any tall buildings. There should be no variants allowed on the Point Wells Development and the denial of the permit should be allowed to stand!

The points made in the Krepick's letter are totally spot on and in line with our opposition to this ridiculous project. Our opposition has grown even more vehement after builders and developers began turning what used to be single family lots into massive "townhouse-like" mansion groupings of 6-10 large houses with no yards, selling for upwards of \$900,000. These developments have added many more cars to the streets which have now been converted to one-lane roads and we are now having to wait at two, sometimes three stoplight changes because the line of cars is so long during rush hour. Approving this project will add too many more cars to the already limited roadways and streets which will inevitably lead to more and more cars trying to avoid the main thoroughfares by navigating through our residential streets. Please do not allow this to move forward! Converting this area into a park or public land would be a much better use of this property as suggested by the Krepicks!

Furthermore, since the Point Wells project lies in Snohomish County, yet most of the traffic that would come from its approval and building, would be moving along King County Roads, which will not have a commensurate increase in their tax base to improve the streets and roads on which all these cars will move. This is completely unfair to the King County residents who must tolerate this massive increase in traffic. Once again: DO NOT APPROVE THIS POORLY CONCEIVED PROJECT!

We once again would like to implore you not allow this development to move forward! I have copied the Krepick's letter below in greyed italics:

"My wife and I are totally opposed to the County approving any of BSRE's code variance applications (see public notice below) dealing with building height restrictions for its massively out-of-scale Point Wells development. Taxpayers from the neighboring communities of Shoreline (Richmond Beach) and Woodway have for 10 years voiced their opposition to the Point Wells development for a variety of reasons including environmental impact, traffic, safety, landslides, land setbacks, mean tide setbacks, and impingement of views. BSRE has had a history of ignoring the near unanimous taxpayer opposition and they have consistently failed to process County permit applications diligently and failed to address the issues raised by the Snohomish County Planning and Development Department. In May 2018, the taxpayers who are Parties of

Exhibit W-2 Brown, Michael January 24 2020
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Record showed up in force at a public hearing and urged the Hearing Examiner to deny further application extensions to BSRE and asked him to terminate the project. The Examiner did just that in June 2018 and we felt vindicated that taxpayer input had been heard and that reason had prevailed.

Unfortunately BSRE appealed the June 2018 decision and was somehow able to get yet another extension for their application. Instead of modifying their application to scale down the project and address the issues that have been raised by the taxpayers and SnoCo Planning, BSRE has come back and asked for variances to allow them to build 180 ft and 90 ft condo towers that would house 3,000 residents. This is essentially no change from what they have proposed for the last 10 years. This is absolute lunacy and an affront to taxpayers of both Snohomish and King Counties!

Nowhere on the Puget Sound coastline north of Seattle are there any buildings approaching 90 ft tall. We believe the tallest buildings north of Seattle on the Sound are 40-50 feet tall, and there are very few of those. Why does BSRE believe that they can construct such behemoth skyscrapers right next to two residential communities comprised entirely of single family homes? BSRE has ignored all land and water setback codes. BSRE's proposed development is an outright assault on neighboring residents. BSRE's development would provide no benefits to neighboring residents. It would infringe on public safety, destroy the environment, and overload existing streets. It would require a new access road to be built on landslide prone terrain. It would harm the fragile Puget Sound ecosystem. It would ruin views of hundreds of residents. It would totally destroy the ambience and character of both Woodway and Richmond Beach.

BSRE argues that the skyscraper buildings would be served by mass transit. That is simply not true. There is no mass transit at Point Wells. The BNR railroad is not capable of supporting mass transit with departures and arrivals every 10-15 min during the day. Trains on the BNR tracks can never run as frequently as light rail – due to conflicting demands on the tracks for freight railcars. Water taxis are a joke – again not capable of true mass transit. The only true mass transit in the region are the buses on Route 99 (Aurora Ave) and the future light rail that will connect Lynnwood and Northgate and Seattle. High rise buildings can be supported on those corridors – not on Puget Sound. A variance for 90 ft or 180 ft buildings is not justified.

With the overwhelming taxpayer opposition to this project, and with all the downsides and issues surrounding this project, we hope that you and the SnoCo Planning executives will deny any and all variances that are requested by BSRE unless and until they submit a new application and scale back the project to a reasonable design (500 residents and no buildings taller than 4 stories). Even better, we would urge Snohomish County to terminate the BSRE application and adopt an even more environmentally and taxpayer friendly strategy – and find a way to convert the land into a public recreation area – akin to Carkeek Park or Richmond Beach.

Thank you for looking out for the interests of your neighbors!"

Please email us if you have any questions.

Sincerely,

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